AFFAIRS.

J. GOULD-SPORT IN NEW-JERSEY. A rumor is affoat that August Belmont looks upon the chances of other horse-owners as being a little slim in the great stakes to be raced for next year. J. J. Hyland, who trains the Belmont horses, is so well pleased with the two-year-olds in his stable that he feels as if some of the other trainers require sympathy in advance. Keenan is an equine giant in his proportions, and his measurements are a source of wonder to everybody who has seen the

It is reported that David Gideon intends to secure the services of the best jockeys that can be engaged in the West. It is likely that he will engage Taberville, who has been riding with success at New-Orleans. Mr. Gideon has been negotiating with Tuberville for some time, and stopped over on his journey to California for the purpose of closing

the engagement. It is whispered that John Kelly and Matthew Corbett are unable to tear themselves away from the ctions of Broadway on matinee afternoons, and that they will remain in this city until the racing Beason begins.

It is said that Ohio turfmen have turned their atof Ohloans by his lack of Ohlo nerve. was forced to pay \$5 for admission to the Charity Bali on Tuesday night. It is said that Max Hirsch thereby avoiding any "kick" that may come in the

read before the Board of Trade of Yokohama, It is also declared that John Daly, the wellknown sportsman, horse-owner and breeder, has

never had a serious disagreement with anybody in his entire career as a sportsman, on or off the There is a report that William K. Vanderbilt de-

lights in cross-country racing, and has determined to aid the National Steeplechase Association in the effort to place cross-country racing on a high plane of excellence. Domino will be bred to ten of the choice mares, it

reported, on J. R. and F. P. Keene's Kentucky So many turfmen and professional layers-of-odds re so inflated with Chicago Gas, according to re-ort, that a serious explosion is likely to take ace at any moment, and that some of the holders Ill take a journey skywarf.

port, that a serious explosion is likely to take place at any moment, and that some of the holders will take a journey skyward.

The Saratoga Racing Association, it is said, is anxiously awaiting an answer to its bluff, and that a Satat a bond issue is probable.

John H. Bradford is at the Albemarle Hotel.

Colonel Jacob Ruppert anticipates a successful season on the turf. John S. Campbell has rejected several propositions to train for well-known horse-owners. Mr. Campbell intends to own and train a small stable of horses. The owner-trainers are all fairly well furnished with this world's goods, while the stalaried trainers as a rule have little stored away for a rainy day.

Report from San Francisco says that the Eastern horsemen have not had such a pleasant time as they anticipated when they started for the Pacific Slope. Many of them are trying to get even on their losses, with the chances against their doing so.

Frederick Gebhard intends to strengthen his stable of steeplechase horses, should an opportunity pre-

stables quartered in the West in search of available material for cross-country racing.

George J. Gould received his baptism as a foxnunter by receiving a heavy fail in a recent run with
the hounds at Lakewood. He remounted, however,
and rode home filled with the determination to secure a horse that can jump over anything that he
(the horse) can look over. Mr. Gould should remember that the veteran English jockey, Osborne,
who is an expert, received a severe fail in a recent
run with the hounds in England. Nearly all the
accidents to huntsmen occur at one of the first three
or four fences, when the horses are fresh and take
off too quickly.

The Lakewood Hunt is a marked success. The

or four fences, when the horses are fresh and take off too quickly.

The Lakewood Hunt is a marked success. The country in Monmouth County and around Lakewood is especially adapted for hunting purposes. The immense breeding establishments owned by Colonel William P. Thompson, L. O. Appleby and Gideon & Daly, which are in themselves an attraction to the lovers of racing and hunting, together with the splendid facilities for reaching the New-Jersey hunting fields, indicate that within a few years the Melton of America, with its Quorn, Pytchley and Belvoir packs of hounds, will be in New-Jersey. To be sure, the natives of New-Jersey are not likely to contribute one penny toward the support of outdoor sports, especially as for years they have levied tribute on the strangers who visit the State; but that fact should not deter the wealthy young men who love real sport, and not that of the anise-seed order, from organizing hunt clubs in New-Jersey.

BROWN BEATS HARVARD AT ICE-POLO.

Providence, R. I., Jan. 29.-Brown defeated Harward at ice-pole this afternoon in the first game of the series of three for the silver cup offered by the New-England Skating Association. The score was b to 1. From the start Brown outplayed the visitors, both in offensive and defensive work. Matteson and Jones, both of the All-American polo team of last year, played great games for Brown, while Captain Goodridge and Clarkson did fine work for Harvard. The return game will be played goon at Cambridge. Score: Brown, 5; Harvard, 1 Stops in goal, Watson, 14; Haldwin, 17. Rushes, Hunt, 6; Matteson, 3; Goodrich, 4. Referee, Kli-

"FITZ" BREAKS HIS TRAINER'S NOSE.

El Paso, Tex., Jan. 29.-Fitzsimmons broke the nose of his trainer, Fenchler, this afternoon while boxing. Dr. Justice repaired the damage. The town is filling up with sporting men.

A KANSAN'S QUAIL-SHOOTING FEAT. Denison, Tex., Jan. 29.-"Joe" Hazelton made yes terday the greatest record at quail shooting ever heard of in the Southwest. He shot over a Gordon setter, and from sunrise to sunset killed 151 birds. Hazelton is from Kansas.

NEW-JERSEY A. C. CARNIVAL OF SPORTS. A change has been effected in the arrangements for the New-Jersey Athletic Club's carrival of sports, which is to take place on Saturday night in Madison Square Garden. It was at first decided all the work will have to be done in one day, and it is impossible to lift the floor so that the athletes can have a dirt track. At a meeting of the New-Jersey Athletic Club Games Committee it was de cided to hold the various contests on a board floor, and athletes have been notified that in competing in the different races it will be necessary to wear indoor shoes with short spikes, as long-spike shoes will not be allowed. Bernard J. Wefers, of Georgetown University, will

enter the 50 yards dash, the 220 yards run and the enter the 50 yards dash, the 220 yards run and the quarter-mile. He will attempt to break the indoor record for the lifty yards. Wefers has a wonderful record, and his appearance will be something for the lovers of athletics to look forward to. Every-thing points to an immense crowd on Saturday

night
.ae advance sale of tickets has been as large as
for any meeting ever held, except those of the two
international meetings of last year. Tickets are
now on sale at A. G. Spalding & Brothers', No. 126
Nassau-st., and at the Spalding-Bidwell Company's,
No. 23 West Forty-second-st.

FENCERS CLUB COMPETITION.

The Fencers' Club will hold a juntor team fence ing competition at the clubhouse on the evening of April 4, the competition to be for teams of three men, with foils, under the rules of the Amateur to compete who has ever won any A. F. L. A. foll-medal. Members of the winning team will receive gold medals, given by S. Montgomery Roosevelt, president of the club. Entries are by invitation only, and without charge; they should be sent before March 25. Fencers' League of America. No man is eligible

THE SATANITA FOR THE MEDITERRANEAN. London, Jan. 29 .- The yacht Satanita, owned by Charles Day Rose, of Southampton, sailed to-day for

COLONEL WARING NOT WANTED THERE. Colonel Waring, who formulated the plan for the organization of a debating society composed of the sweepers and drivers of his Department, met the committee of forty-two elected from the various districts yesterday afternoon in the brownstone building in Chambers-st. The sweepers numbered thirty-three on the committee, while the drivers were represented by only nine men. This naturally proved a bone of contention. Colonel Waring told them they would have to settle the question of representation among themselves. The men are not required with one another, and the election of organization of a debating society composed of the were represented by only nine men. This naturally proved a bone of contention. Colonel Waring told them they would have to settle the question of representation among themselves. The men are not acquainted with one another, and the election of officers will prove a delicate business. After Colonel Waring had spoken at length one of the delegates moved that he be asked to retire, which he did. The meeting adjourned without electing officers or spokesmen, and the matter will be continued ne proposed that he was the matter will be continued ne processed.

IN THE CYCLING WORLD.

WINNERS OF THE L A. W. PRIZES GIVEN FOR NEW MEMBERS.

PLANS OF HORSEMEN-THE ACCIDENT TO GEORGE GREAT INTEREST IN THE COMING CONVENTION AT BALTIMORE-THE ARMSTRONG BILL IN-

DORSED-NOTES AND COMMENTS. After a careful perusal of the records for the vear, I. B. Potter and W. S. Bull, of the New-York State Division of the League of American Wheelmen, yesterday announced the lucky winners of the prizes for securing the largest number of new members for this State. There were eleven prizes in all, and they will be distributed as follows: First prize, \$100, J. Stuart Kelley, 169 new members; se prize, \$50, Dr. T. W. Topham, 148 new members; third prize, \$40, Mrs. Charlotte L. Bolton, 81 new members; fourth prize, \$35, Mrs. Ida Trafford Bell, members; fourth prize, \$35, Mrs. Ida Trafford Hell, 79 new members; fifth prize, \$25, M. M. Beldins, Jr., 77 new members; sixth prize, \$29, Max Bernhardt, 79 new members; seventh prize, \$15, George C. Pennell, 55 new members; eighth prize, \$10, Dr. M. L. Rhein, 51 new members; ninth prize, \$3, L. A. W. No. \$8,978, 50 new members. A high-grade bicycle, pattern of 1896, to the woman, who is a member of the New-York State Division, securing the largest number of applications between April 30 and December 31, 1895, was won by Mrs. Charlotte L. Bolton. A Spaiding bicycle, denated by A. G. Spaiding & Bros. for the largest number of applications procured by a resident of New-York City or Brooklyn, was won by Dr. T. W. Topham.

Wheelmen all over the country are turning their ions that Mayor Strong has weakened the claims attention toward Baltimore, where the annual meet-The Mayor the Charity on February 10. The first day of the session will be devoted exclusively to the good-roads congress Ball on Tuesday night. It is said that Max Hirson and I. B. Potter, who is the chairman of the Higa-inclosed the five-dollar note in an envelope and turned it over to the managers of the Charity Ball, way Committee, has been working earnestly to make the good-roads meeting a success, and he It is said that a syndicate of turfmen has been formed to secure the services of the Philadelphia fireman who punched J. Jabbering Corbett, the loose-jawed, hag-punching, cigarette-smoking, long-distance conversationalist. The fireman is to be matched in a finish fight with Tillman, the South Carolina wind-jammer.

It is said that Colonel Thomas P. Ochiltree has prepared an essay on the silver question that is to be read before the Board of Trade of Yokohama, feels, at last, that he will be successful.

The first special meeting of a bicycle club called to indorse the Armstrong bill will be held by the Brooklyn Blcycle Club at the clubhouse, No. 80 Hanson Place, to-night. Chief Consul Potter is a member of the club, and some stirring speeches will be made in favor of the bill. The L. A. W. in will be made in favor of the bill. The L. A. W. in this State will make a hard fight to have the bill become a law. The measure if passed will comper the railroads to treat bleyeles as baggage. The dysion officers have prepared 100,000 circulars which will be circulated all over the State. Wheelmen will be asked to use their efforts to have the Assembly-men and Senators vote for the bill. The railroads will make a stubborn fight to defeat it.

The Germantown Cycle Show, under the auspice of the Wissahicken Wheelmen, which has been sanctioned by the National Board of Trade, will be held February 3 to 8, inclusive, at the Town Hall, Germantown. The president of the National Board of Trade yesterday received a letter from the chair-man of the Germantown Cycle Show, inviting all the members of the National Board to attend. Any members of the Board of Trade requiring tickets can obtain them by applying to G. G. Gess-Wissahicken Wheelmen, Germantown, Penn.

The Tourist Wheelmen will have their annua meeting at the Hotel Tecumseh, Sixty-sixth-st, and Broadway, to-night. The ticket to be voted for will be as follows: President, F. L. Ryan; vice-pfesident, I. Eckstein; secretary, R. Levers; treas-urer, A. Preybel; captain, W. J. McCormick; first fleutenant, James Murray; second lieutenant, W. M. Bowes; color bearer, A. de Julior.

W. Burnham, who acted as general manager for the Cycle Board of Trade, will not continue in that position, as was said yesterday. The names of G. R. Bidwell and A. Kennedy Child have been mentioned in connection with the place.

The Cyclist Federation will hold a meeting at the Lenox Lyceum on Saturday night. The Federation

A meeting of the Executive Committee of the Good Roads Association will be held at Washington and Johnson sts., Erooklyn, on Monday night.

The bowling tournament of the Westchester Cycling League will be continued up to March 21. Lively interest is manifested in the games.

The Riverside Wheelmen will give a handsome prize to the member who wins the largest number of prizes in races during the year.

FORMING AN INDEPENDENT LEAGUE. Bridgeport, Conn., Jan. 29.-The Y. M. C. A. branches all over the country are forming an independent league to establish a uniform system of governing all the athletic contests given under their sanction in the future. The new association will no longer be governed by the League of American Wheelmen, but will establish rules of its own. Of the 493 Y. M. C. A. branches in this country, 150 have already entered into the agreement, including the local institution. The movement is meeting with hearty co-operation every where. The managers do not intend to oppose the L. A. W. if an amicable arrangement with that body can be made. It is understood that prominent members of the Y. M. C. A. in New-York State will endeavor to have the National body, at its next meeting, abandon its policy of governing all amateur racing contests. This step on the part of the Y. M. C. A. has been under consideration for a long time, and it was thought it would be adopted a year ago. The time was not then ripe, however, but now everything is in readiness for peace or war. the L. A. W. if an amicable arrangement with that

CHAT ABOUT PROMINENT MEN.

The foundering of the steamer J. W. Hawkins orings to the front General Calixto Garcia, who was aboard the ill-fated steamer. This accident is likely to result seriously to the Cuban patriot. He is now lying at his home, No. 256 West One-hundred-andtwenty-ninth-st., suffering from a bad cold; but there are graver circumstances to be considered. General Garcia was one of the ablest generals in the last was for Cuban independence. He was captured, but family and political influences were so great that he was pardoned upon the promise to leave Cuba, never to return. He went to Madrid and settled down for a quiet life. There he met two Cubans who were as yet young men, and only knew of the last Cuban war in history. They had, as General Garcia, beer war in history. They had, as General Garcia, been caught with arms in an uprising against Spain. In this case the influence of family was strong enough to secure their parole, and they were told to remain away from cuba forever. They journeyed to Spain, and in talking with General Garcia described so vividly the war in Cuba and the sufferings of the patriots that the veteran was stirred. He entered into a compact with these young men. The three broke their parole and hurried to this city. They were the prime spirits in the movement which resulted in raising the expedition that ended so disastroughly. They are in a perilous position now. If they are captured in any spot where the Spanish Government can lay hands upon them they will be exceuted. Having been caught in a fillbustering expedition, it is even possible that the Spanish Government may demand that General Garcia and the two young men who were with him be delivered for trial. That is the danger that menaces the Cuban veteran.

John Chamberlain, the famous raconteur and hotel owner, of Washington, is a familiar figure about the New-York hotels these days. Mr. Chamberlain has just about completed his new hotel at Old Point Comfort, which will bear his name. When in the city recently he decided that he would make a present to H. C. Du Val. He accordingly purchased a turkey, some Lynn Haven oysters, a mince pie, crabs and a ham, which he sent to Mr. Du Val. He wrote a note to accompany the edibles, in which he made the ambiguous comment that "one of the articles, before death, had been peanut fed." Mr. Du Val was at a loss to make out which one he meant. He says: "I didn't know whether it was the crabs, or the ham, or the ple, or the turkey, or the oysters that had been fed on peanuts. We had a good dinner over at the house, and I gravely told the members of the family that something had been fed upon peanuts, but that I was not exactly clear as to which one. They cach decided for themselves, but the guessing was so unsatisfactory that I wrote for further information. Mr. Chamberlain sent back word that the ham had been fed on peanuts. That is the first time that I ever heard of pigs being fed on peanuts." chased a turkey, some Lynn Haven oysters, a

Colonel A. B. De Frece has discovered that murder will out. The Colonel was one of the committee which went to Washington to bring the Democratic National Convention to New-York. The Colonel thought he would succeed, and while the balloting was going on he sat down and wrote a letter to be

for votes for Major McKinley, he is a warm supporter of the apostle of protection. He said, in speaking of the Major's chances: "In Ohio there is no division of sentiment about McKinley's dacy. Some people are trying to make out that he is not receiving loyal support from the Republicans is not receiving loyal support from the Republicans of the State, but that is wrong. We are with him, and the people westward from Pennsylvania are with him. His name is linked with the creed that is the cornerstone of the Republican party. As for ex-President Harrison, my candid opinion is that he would not accept the nomination if it was offered to him at St. Louis. The coming Presidential contest will be fought on the tariff basis, and Major McKinley stands head and shoulders above everybody else as a leader on the Republican side in this issue, and he will be called."

"What has Croker been doing in Washington?" is the question that many a Tammany politician has found himself asking the last few days. Mr. Croker was expected in New-York several days ago from the South, but instead of coming to New-York he switched off at Washington. Since John Sheehan took control in Tammany Hall it has been understood that his movements were dictated by the ex-Boss, but neither side says anything. Mr. Croker dined in Washington with Senator Murphy, and a good many New-York polldone at that dinner. At the dinner were Senators Gorman, Hill, Brice, Smith, Turple, Faulkner and others, and Representatives Cummings, Crisp, others, and Representatives Cummings, Crisp, Suizer and Bartlett. Several speeches are said to have been made urging Mr. Croker to return to the leadership in Tammany Hall. To this Mr. Croker is said to have replied that he appreciated the compliment, but declined the honor. Mr. Croker's movements previous to salling for Europe will be watched with a great deal of interest by those who are interested in the organization of Tammany Hall, as it is believed that he will give some final orders before leaving the country. leaving the country.

HARLEM RIVER DRIVEWAY.

REPORT OF THE COMMITTEE APPOINTED

TO EXAMINE IT. DEFECTS IN THE WORK AND THE CAUSES WHICH

THE EXPERTS BELIEVE ARE RESPON-SIBLE THEREFOR,

Theodore Cooper, J. J. R. Croes and W. H. Burr, the committee appointed by the Park Board to examine the Harlem River Driveway, have submitted their report. Seven points were examined. They say that the masonry of the subway on section one of the Drivoway appears to have been well executed in the main, and add that its failure must be attributed solely to defective design. Fur ther movement of the masonry at the eastern end may be prevented by running two anchor rods through the empty space beneath the subway floor and anchoring them into the platform masonry at each end of the subway.

They do not find the crib work to be built in accordance with the specifications. The committee is of the opinion that it is not possible at a reasonable expense to substitute a masonry wall for crib construction on this portion of the work. They recommend that a filling of gravel and small stones be placed in the bed of the roadway to prevent it from being affected by the action of the

BUILDING OF THE CRIBS.

The report among other things says: Prior to the beginning of construction no borings and been made to discover the nature of the material beneath the bottom of the Harism River, and along the line of the proposed crib work. It was only known that there was soft mud at the

led with stone.
The grade of the driveway being on this section om 8 to 12 feet above high water, these critis are completed were from 40 to 45 feet high, and feet wide at the base. rear of the cribs, rock ex-

reses of stability for this particular class of contraction.

Your committee does not find that the contractor proceeded in this case in violation of the provisions of the contract, or of the specifications, except as the details already indicated, which manifestly hid not influence the movement of the crib. Your committee, therefore, is of the epidien that the contractor cannot be held responsible for the calcure of this crib work to hold its place.

The specifications for crib work are very full and complete, and the work of design and construction, with the exceptions before noted, appears to have been fairly well done.

It is the opinion of your committee that so much of this section of crib work as has slid out beyond the established bulkhead line should be removed to a depth of about eighteen feet below low water. The bottom thus formed should be examined and carefully prepared by levelling with broken atone, if necessary, for a new crib on correct lines. In making the containments below subgrade of the driveways on both sections the specifications received that the status racks for filling sufficient.

SOME OF THE COMMITTEE'S CONCLUSIONS.

The committee draws these conclusions: The committee draws these conclusions:

1. The general plans show that where the footwalks are elevated above the roadway in rock cut, the face of the rock supporting the footwalks is to be cut down vertically and left without a protecting wall. There is no rock along the driveway, which should be left vertical. All the vertical faces of such footwalks should be protected by a properly constructed wall.

2. Along the slopes on the west of the driveway there are places where more rock must be removed, or it ultimately will come down into the limits of the driveway.

or it ultimately will come down into the limits of the driveway.

3. "The three longitudinal round log timbers" re-quired to be placed at the top of the crib "against the back of the face timbers" serve no useful pur-nose. As they are irregular in form and cannot be made to the closely together, they do not act suffi-ciently as braces, and from their ready hability to decay they injuriously affect the permanent char-neter of the sidewalk. They should therefore be omitted.

acter of the sidewalk. They should therefore be omitted.

The face timbers can be more effectually braced, if necessary, by blocks spiked to transverse logs and face timbers.

4. The sewer which discharges through the displaced crib between stations 41 and 41 is broken. It should be carefully examined and restored to proper condition. There is no evidence that the cause of failure was other than the movement of the crib and the filling behind it.

5. A crack has appeared in the east retaining wall, south of the subway, at the point where the foundation changes from piles to rock. This crack is small at the bottom of the wall and disappears toward the top. It is due simply to change in the character of the foundations, and is unimportant. It is only necessary to scrape out and repoint the joints in

the foundations, and is unimportant. It is only necessary to scrape out and repoint the joints in which the crack appears.

The committee has indicated two main causes of the trouble—the undue haste, and the want of proper preparation in its inception. The neglect to make borings rendered it impossible to prepare proper plans and correct estimates, the committee says, and it has also led to most of the difficulties and delays experienced. A clause in the contract, limiting the total cost of any piece of work, has hindered and hampered the engineer in charge in providing for new conditions in accordance with his best judgment. The committee closes its report by saying that the city lost \$5,600 by extra filling, made necessary by modifications in the original contract.

ARMY ORDERS.

Washington, Jan. 29 (Special).-The following Army orders have been issued: The extension of leave granted to Captain Samuel L. Woodward, 10th Cavairy, November 8, is further extended ten days Additional Second Lieutenant Harry Burgess, thinks that is Tuoning it in. Since his feture from Washington, he has been busy looking after the benefit which is to be given for Marvin Clark, the benefit which is to be given for Marvin Clark, the bilind journalist.

Ex-Governor Charles Foster, of Ohio, who was also Secretary of the Treasury under President Harrison, was at the Fifth Avenue Hotel yesterday.

Mr. Foster says that he will be in the city for a week, but he "is not here managing McKinley's master of that Department."

Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Captain Oberlin M. Carter, Corps of Engineers, is relieved from duty under the immediate orders of Corps of Engineers, is relieved from duty under

campaign." Even if the ex-Governor is not looking | TRAFFIC BLOCKED BY FIRE. | PRISONERS FACED BY THE BOY

A BLAZE IN BARCLAY-ST. CAUSES A BIG JAM.

THE FLAMES DID CONSIDERABLE DAMAGE AND WERE HARD FOR THE FIREMEN TO FIGHT-

THE LOSSES AND INSURANCES. An obstinate fire which started in the basement of the building No. 31 Barclay-st. early yesterday afternoon kept the firemen busy for three hours and caused extensive blockades in several crowded streets through which the tide of travel sets strongly at that time of the day. Barclay-st, was blocked as soon as the dense clouds of smoke began to roll ut of the basement of the building. The firemen had great difficulty in getting water on the flames below the level of the sidewalk, and when the flames shot up into the first story suddenly a number of the firemen had a narrow escape.

BIG CROWDS IN THE STREETS.

The crowd in Barclay-st, was swelled to thousands in consequence of a false report that some firemen had perished in the burning building. A third ticians would like to know just what was said and alarm brought more engines and a water tower to the fire, and the engines were soon puffing in Park



Place, Parclay-st, and Church-st. Hundreds of trucks which would have been driven through those streets and thousands of people who would those streets and thousands of people who would have walked in those streets were turned out of their way. The jam in Broadway, opposite the Postoffice, became so great that the cable-cars were the main questions discussed. Among those who were present at the meeting and the lates represent the main questions discussed. Among those who were present at the meeting and the lates represent at the meeting and the lates are the meeting and the lates represent at the meeting and the lates represent at the meeting and the lates are the meeting at the meeting and the lates are kept at a standstill or compelled to drag along a few kept at a standstill or compelled to drag along a few feet at a time for nearly two hours. Hundreds or people who wanted to get on elevated trains at the Park Place station were prevented, and many persons who left the trains at the station were held that the fast in the jam.

The confusion was increased by the owners of

goods in the burning building and adjoining buildings, who insisted upon removing portable property on trucks. More than a dozen streams of water were poured upon the flames, and the work of the firemen was made more effective by the use of water tower No. 1. The collars of three buildings were flooded before the fire was put out.

The losses and insurances include the following:
Bawo & Dotter, china dealers, \$16,000; fully in-

sured. Mercantile Supply Company, \$2,000; insured. A. French Importing Company, dealers in domestic and imported china and crockery, E.O. Bohm Brothers, dealers in tailors' goods, \$1,000; insured.

Brothers, dealers in tailors geous, slow, insided.

Bayo & Botter's main store is on the other side of the street, and almost directly opposite the building in which the fire took place. They made use of the basement and sub-cellar of No. 31 for storage purposes. Two of their employes were at work in the sub-cellar. The men had a lighted lamp, and it was said that the upsetting or burst-ing of this lamp started the fire. It was supposed

that they were hemmed in by the flames, but a policeman who made an investigation ascertained that soon after the flames were discovered the two employes were cen unloading boves from a truck in Barclay-st. Whether the accident to the lamp took place before or after they left the cellar is a matter to be investigated.

The tuilding No. Il Barclay-st. is owned by W. H. Church. As the fire was confined mainly below the first floor, his loss, it is thought, will not exceed \$1.00; insured. D. P. Murphy, printer and dealer in stailouery, who occupied the upper floors of the building, sustained some loss from water and smoke, but it was not thought that he would find it worth while to make a claim against the insurance companies.

worm while to make a claim against the insur-ince companies. Haviland & Abbott occupy the building adjoin-ing on the east side of No. 3t. This firm sustained light loss from water. The building west of the re, occupied by the United States Tire Company, as badly flooded with water in the subwas badly flooded with water in the sub-cellar. The company's goods stored in the sub-cellar were thoroughly souked.

NOT TO BE COVERED BY INSURANCE. Thomas B. Hagan, dealer in supplies for Roman Catholic churches, who had an office on the main floor of No. 31, said to a reporter:

"My brookeeper, J. F. Brany, and myself were at work at our desks when the flames burst up through the floor almost under our feet. I grabbed a few papers and letters and started for the street. Mr. Branty took up two or three of the account blooks that happened to be handy and followed at my heels. He did not have time to shuft the door of the safe. We had all we could do to escape being overcome by the smoke. My loss is a severe one to me for the reason that a large amount of letters, data and books, models and the like are destroyed and cannot be replaced. The records and lists used in my bushiess for twenty-one years are gone. Such a loss cannot be covered by insurance. I shall be compelled to depend upon my customers in all parts of the country to assist me in making up my data and accounts. My book-keeper, whose desk is near the elevator shaft, was the first to discover the fire and give an alarm."
The men in the office of the Mercantile Supply Company, on the same floor with Mr. Eagan, took up the alarm and word was sent to the upper floors. There was a general rush of the occupants for the street. Many bleveles were taken from the rooms of the Mercantile Supply Company and saved. The spread of the flames was all the more rapid because the elevator shaft was open. work at our desks when the flames burst up

GOLD EXPECTED FROM EUROPE.

THE TREASURY LOOKS FOR LARGE SHIPMENTS TO BE USED IN PAYMENTS FOR BONDS.

Washington, Jan. 29 .- Owing to the favorable conket, the Treasury Department hopes that large shipments of gold will be made from abroad, to used in payments for the bonds to be issued under the call now pending. If this should prove Haven road, said to a representative of the Boston to be the case, it is understood that it will be the policy of the Department to offer every facility in its power to those who propose to use the imported gold in payment of the several instalments.

The Treasury gold reserve to-day stood at \$50,-268,339. The withdrawals for the day were \$110,600.

NO BIDDING PRICE FIXED UPON. The \$1,300,000 in gold which was taken from the stranded steamship St. Paul will to-day be deposited in the Assay Office, where it will remain until it is used in payment for Government bonds. Muller, Schall & Co. will withdraw \$500,000 in gold from the

Schell & Co. will withdraw \$60,000 in gold from the Sub-Treasury to-morrow for shipment Saturday to South America.

A story that the banks had appointed a committee to fix upon a uniform price at which the banks should bid for the bands, and to name the amounts they should apply for in proportion to their gold biddings, was denied. President John A. Stewart, of the United States Trust Company, said some large bidders very likely would consuit as to the proper price to bid for the bonds.

A DINNER FOR THE BILLIARD CHAMPIONS.

Maurice Daly gave a dinner last night at the Waldorf for the players who took part in the recent amateur billiard tournament, and also presented the prizes to the winners. J. Byron Stark, of the ship trophy, valued at \$250. The other prizes were snip trophy, valued at 425. The other prizes were equally divided among Ferdinand Poggenburg, of the Liederkranz Society; Frank A. Keeney, of the Crescent A. C., of Brooklyn, and A. F. Gardner, of the Passale A. C., who tied for second place. Arthur Townsend, of St. Joseph's Lyceum, made the highest run of the tournament, and won the dress suit presented by Mr. Daly.

THE SON OF MRS. TUCKER FAILS TO IF PARENTS OF SICKLY CHILDREN WILL IDENTIFY THE SUPPOSED MURDERER.

ANOTHER ARREST IN THE YONKERS MURDER MYSTERY-THE FINDING OF THE CHILD'S

TOY SAFE-BYRNES'S SHOES FITTED TO

FOOTPRINTS IN THE SNOW. The Yonkers police strongly believe that in Michael Byrnes and Charles Meyers, who were arrested on Tuesday by Detective Cooley they have the men who are responsible for the death of Mrs. Edmund Tucker. An impression of the footprints in the rear of the Tucker home, which Byrnes's shoes fit, was PARENTS MUST HEED FOR THEIR CHILDS taken in wax and plaster. There was a flutter of excitement when Roundsman Lawrence, of the Bronxville sub-station, who aided in the arrest of Meyers and Byrnes, brought to headquarters little

The tracks going to where the box was

where the crime was committed. It is of tin in imi-

The tracks going to where the box was found fitted Byrnes's shoes exactly. A saw with blood spots on it was found in the swamp.

In the atternoon Edmund Tucker and little Georgie were taken to headquarters to face the prisoners. The boy could not, however, recognize any of them as the man who had struck his mother. When shown the bank in the Captain's office, he exclaimed: "Twe one like that.

Lellia made a statement that Byrnes is addicted to drink and that he slept in his harn on the night the murder was committed.

Thomas Lancaster was arrested at Purdy's Station on suspicion of being the murderer and taken to Yonkers last night, but Captain Mangin decided that he had nothing to do with the case.

Mrs. Tucker will be buried this afternoon at 2 o'clock in St. John's cemetery and the inquest will be held by Cornore Miles next Wednesday.

A man answering, he description sent out by the Yonkers police of one of the men who, it is suspected, murdered Mrs. Tucker, was arrested by Policeman McGreevy, of the East Sixy-seventh-st. station, last night at Sixty-first-st, and Second-ave. The man was begging at the time. Sergeant Fitz-gerald questianed the man closely as to his whereabouts on Monday afternoon. He at first told the sergeant that he was in the neighborhood of Onehundred-and-fiftieth-st, but he quickly recalled that statement and said that he meant One-hundred-and-sixteenth-st. He was held.

RAILROAD INTERESTS.

EXCURSION RATES CONSIDERED. REPRESENTATIVES OF EASTERN AND CANADIAN RAILROADS MEET.

Representatives of the various raticonds in Canada and the Eastern States held their annual meeting at the Hotel Brunswick yesterday. There is no regular association of these companies, but the lines interested in the excursion rates in the eastern part of this country and in Canada each have a representative at an annual meeting which is held to discuss rates, transfers and general business. The meeting last year was held on January 10 at Syracuse. Theodore Butterfield acted as chairman of the meeting yesterday, and George C. Wells was secretary. The rate clerks met at the hotel on Tuesday and prepared schedules, which were submitted to the meeting yesterday. The meeting was practically unimportant, as few changes were made, and they advised us to take him to a specialist and the old rates, transfers, excursion dates and routes were practically reaffirmed by the meeting.

Mr. Butterfield made a speech dilating upon the weeks and continued having the fits so he

Mr. Butterfield made a speech dilating upon the rapid development of the summer-tourist business to resorts in Canada and the Eastern States, and the need of all lines taking advantage of the opportunity offered and sending representatives to look after their interests in the meeting. The rates and turbles to have after their interests in the meeting. The rates and turbles charges from Niagara Falis, Detroit, Part Huron, Montreal, Quebec and adjacent points were the meeting. The rates and turbles and specific to school and seems to be as healthy as anyone can be."

of New-Jersey, H. P. Ballwin, New-York; Central Railroad of Vermont S. W. Cummings, St. Albans, Ut., Charaphain Transportation Company, D. A. Loomis, Burlington, Vt.; Chicago and Eric, F. W. Buskirk, Chicago, Cincinnati, Grand Trunk, W. E. Davis, Chicago, Cincinnati, Hamilton and Dayton, D. G. Edwards, Cincinnati, Humilton and Dayton, D. G. Edwards, Chichmati, Civens, Steamboat Company, G. M. Lewis, New-York; Ceveland, Cincinnati, Chicago and St. Louis, D. B. Martin, Cincinnati, Delaware, Lackawanna and Western, W. F. Heiwell, New-York; Delaware and Hudson, J. W. Burdick, Albany, Detroit and Cleveland Steam Navigation Company, A. A. Schantz, Detroit; Grand Trunk Railroad, N. J. Power, Montreal; Hudson River Day Line, T. B. Hibbard, New-York; Lake Shore and Michigan Southern Railroad, A. J. Smith, Cleveland; Lehigh Valley, C. S. Lee, Philadelphia; New-York Central and Hudson River, George H. Danies, New-York; New-York, Chicago and St. Louis, B. F. Horner, Cleveland; Pennsylvania, J. R. Wood, Philadelphia; Pittsburg and Lake Erle, L. A. Robinson, Pittsburg.

NOT TO OPPOSE THE REORGANIZATION. The holders of \$630,000 of the first mortgag of the Louisville, St. Louis and Texas Railway at a meeting yesterday decided not to oppose the proposed reorganization, but instead to delegate D. A. Heald, as a voting trustee in the reorganization.

TO SUCCEED NELSON ROBINSON.

I. M. Schwan has been elected a director of the

JOINT TRAFFIC ASSOCIATION MEETING. The managers of the Joint Traffic Association yesterday had a conference with J. W. Midgley, Commissioner of the Western Traffic Association, touching matters of general interest, and incidentally consideration was given to the rates on both import and export traffic by war of the Gulf ports as com-

and export traffic by way of the Gulf ports as compared with Atlantic ports.

A hearing was accorded T. P. Shonts, general manager of the Indiana, Illinois and lowa Rathroad, and A. J. Hanks, general freight agent of the Eigin, Joliet and Eastern Rathroad, regarding the divisions allowed those companies as proportions of rates on traffic from beyond the Mississippi River. A hearing was also granted the Pittsburg Freight Committee with reference to cartage at that point.

DIRECTORS FOR THE YEAR ELECTED.

At the annual meeting yesterday of the holders of Mobile and Ohio Railroad Company, the following directors were selected to serve for the coming year: A. C. Clarke, E. L. Russell, A. H. Sievens, J. S. Rogers, F. D. Tappen, H. B. Plant, J. H. Masson, Adrian Iselin, Jr., Thomas E. Jevons, J. H. Fay, C. C. Cuyler, C. Sidney Shepard and W. Fattler Duncan. The list is the same as last year, except that J. S. Rogers was elected to fill a vacancy.

AGAINST THE UNION PACIFIC.

Portland, Ore., Jan. 29.-Judge McArthur, as ref. LIEUTENANT BECHLER ATTEIBUTES IT TO REeree, has filed his report in regard to the claims of TARDATION OF THE GULF STREAM BY STORMS. the Union Pacific receivers and the counter claims Washington, Jan. 29.—Lieutenant W. H. Bechler, of Receiver McNelll, of the Oregon Railway and Navigation Company. The report is almost wholly in favor of the latter road. The Union Pacific re-ceivers presented claims for about \$50,000 against the Oregon Railway, contending they were re-ceivers of the latter property and as such had the right to look to keediver McNeill or the funds in his charge for payment of any deficits arising by opera-tion of the property while in their hands.

A DENIAL FROM PRESIDENT CLARK. Roston, Jan. 29.-President Clark, of the New-News Bureau, concerning the rumor that his road

there is not a word of truth in it, nor the slight-est foundation for such a story. Nobody in our road ever thought of such a thing."

Brokers say the buying of Boston and Albany which advanced it nine points yesterday was by room traders. Raifroad mei say the New-York Central would be the most likely customer for the Albany road if there were to be any absorption of it.

Milwaukee, Jan. 29.-The Milwaukee Street Railway was sold this afternoon to William Nelson Cromwell, of New-York, for \$5,000,000. Mr. Cromwell stated that he made the bid in behalf of C. W. Wetmore, Arnold Marcus and himself, of New-York; Frank G. Bigelow, Charles P. Foster and R. K. Miller, Jr., of Milwaukee. Mr. Cromwell's bid was the only one made.

RATES FOR THE G. A. R. Chicago, Jan. 29.-As expected, the Chicago Great

Western Railroad to-day appealed to Chairman Caldwell for relief from the action of the Western Passenger Association in refusing to extend the limits of the Grand Army Encampment tickets to thirty days. The chairman must render a decision within a few days, and under the circumstances it will then give the required ten days' notice to the association lines that it will take individual action by extending the limit to thirty days. General Passeager Agent Lord of that road said to-day that lodge meeting in 1898 to issue some fraternal senting doing so the company would be merely carrying ment favoring a peaceful termination of all interseut the obligation which it had entered into at a national strife

COMMANDS ATTENTION.

ONLY GIVE MIND AND THOUGHT TO THIS

ARTICLE, MANY LITTLE SUFFERERS WILL BE REL

LIEVED. THOUSANDS OF VALUABLE LIVES SAVED TO

THE WORLD.

SAKE.

One of New York's leading physicians, in a Georgie Tucker's stolen bank. He had found it in Central-ave., about five hundred yards north of feelings of the anxious mother when she sees her child in a fit. No wonder she is frightened, tation of a drum, and the lid was partly bent back. no wonder the poor mother thinks there is no help and that nothing can be done to save her child.

But there is help, and help right at hand. Here is what a parent, Mr. Herbert E. Harrington, Box 274, Adams, Mass., says to all the

parents of this land; "Our little boy Royal had fits. He would drop to the floor, sometimes forward, sometimes backward, as if he was dead, and if he was eating his head would drop on to his plate, so we had to hold up his head all the time he was eating. If he went across the floor, someone had to lead him, and the slime would run from his mouth. His stomach was so weak that his food would not digest, and every muscle of his body would twitch so it was impossible for him to do anything.

"For two years we took him to our local doctors and they could do nothing to help him,



MASTER ROYAL HARRINGTON.

Give Dr. Greene's Nervura to your children in the beginning of the trouble: at the first Give Dr. Greene's Nervura to your children in the beginning of the trouble; at the first symptoms of nervousness, irritable temper, pale, thin look, loss of appetite and spirit. These with sleepless, restless nights, cries in the night, grinding the teeth, twitching eyes, dull appearance of face, suddenly waking startled and nervous from sleep, are the suraindications that fits will result. Dr. Greene's Nervura will cure these troubles—make your child strong and well.

Dr. Greene's Nervura blood and nerve remedy is purely vegetable and harmless and can be

is purely vegetable and harmless and can be given to infants or children of any age. It is given to infants or children of any age. It is a physician's prescription, the discovery of the most successful specialist in curing nervous and chronic diseases. Dr. Greene, of 35 West lith St., New York City, and he can be consulted free, personally or by letter.

the Louisville Encampment, and he looked for similar action to be taken by the other St. Paul lines. The John Traffic Association has made a standy against cheap encursion business in its territory, and there is little comfort in its mandate for the Grand Army people if they contemplate taking the Encampment to bundfals. Orders have been issued that no lower rule than one fare for the round it; possible the contemplate of the c

THE ST. PAUL STILL STRANDED.

FAILURE OF THE WRECKERS EFFORTS

YESTERDAY-A LACK OF HIGH WATER. Wreckers were still working yesterday on the stranded steamship St. Paul, but their attempts to Lake Eric and Western Railroad in place of get her off the and at Long Branch were unsuc-Nelson Robinson, resigned.

Cessful, Vesterday was the day on which the high tide was expected, but it came not. The big steamship was moved somewhat yesterday, but little to her benefit, as she still lies as much inshere as be-fore. Captain Merritt, of the Wrecking Company, said yesterday that he had the greatest hopes of the high tide to-day, and if it came in the most vigorous work yer would be done to float the vessel.

All day yesterday there was little wind, and the sen was like a millpond. About 6 a. m. a strenuous effort was made to get the St. Paul floated, and all the tugs prepared for a pull together. The tugs got the signal from the steamship, and they began to pull hard on the taut hawsers, while the winches of the steamship clanked busily. The work continued for a couple of hours, and then the effort

of the steamship charker busing. The three for a couple of hours and then the effort was abandoned.

In the opinion of many experts there is little hope of cetting the vessel off until she has been surposed to her hull. The work of unloading the steamship was completed yesterday, and the cargo is almost entirely in New-York.

Should the wrackers attempt this morning fall, should the wrackers attempt this morning fall, should the wrackers attempt this morning fall, should the wrackers attempt the market a channel through which the St. Paul may be hauled to deep water.

water.

The wind last night was not from the eastward,
but it was so light that it had no favorable effect.
There is now no doubt that the port propeller of the
St Paul is broken A large piece of one blade has

been broken away.
Thousands of spectators still continue to throng the Long Branch beach. WHY THE SHIPS WERE STRANDED.

of the Naval Hydrographic Office, attributes the running ashore of the St. Paul and the British ship Foyle and the narrow escape of numerous other vessels which found themselves far to the southward of their supposed course, to the retardation of the Gulf Stream, which he declares must hereafter be seriously taken into account when storm conditions prevail in the North Atlan-It is well known that a variation of two inches in the barometer's height mean one pound difference in atmospheric pressure on the square inch, and the significance of this fact, which has hitherto not been appreciated by mariners, is made

hitherto not been appreciated by mariners, is made clear by the condition prevailing last week, when a stormy area of high pressure prevailed on the North Atlantic, with a corresponding low pressure over the Gulf of Mexico.

Roughly taking the Gulf area at 1,000 square miles, this difference of one pound on the square lineh amounts to over 2,000,000,000 tons, which undoubtedly retarded the stream to a considerable degree. With the condition of last week reversed, a "low" being over the Atlantic and a "high" over the Gulf, the stream would be vastly accelerated, and vessels bound for New-York would be forced northward on the Nova Scotia or New-England coast. When sights of the sun are possible, commanders of vessels could under these circumstances after their course, but at present in foggy weather their only remedy is to stop until able to get their exact location.

THE SCHOONER LENNELL FLOATED.

Sea Isle City, N. J., Jan. 29.-The four-masted schooner John W. Lennell, of Boston, which went ashore on the bar at Townsend's Inlet at 5 o'clock as not on the lar at Townseas and the Monday morning, while in tow of the tug Sea King, bound for Philadelphia, was floated at high tide early this morning. The tug also went on the bar, but she was pulled off on Monday evening. Schooner did not appear to be much damaged. She was towed to Philadelphia.

MASONS FOR UNIVERSAL PEACE. Nashville, Tenn., Jan. 29.—The Grand Lodge of Masons of this State, now holding its annual communication in this city, in sending a greeting to all